

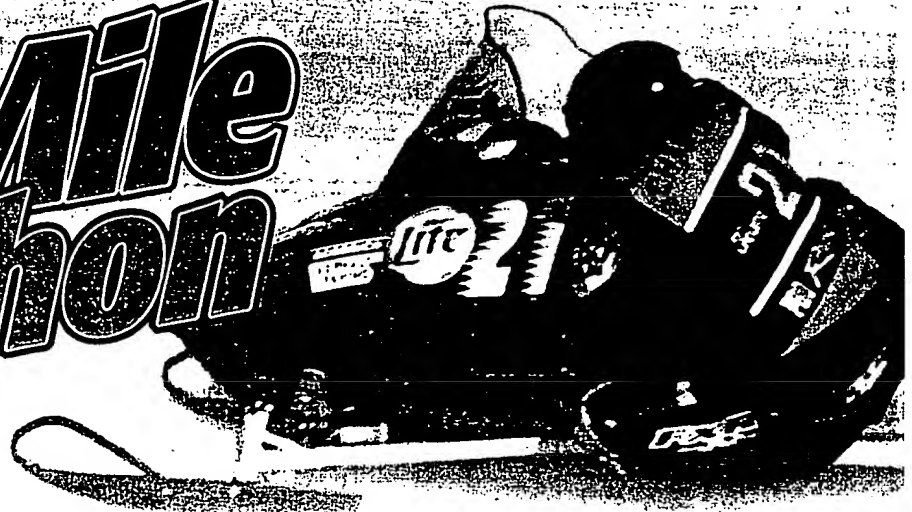
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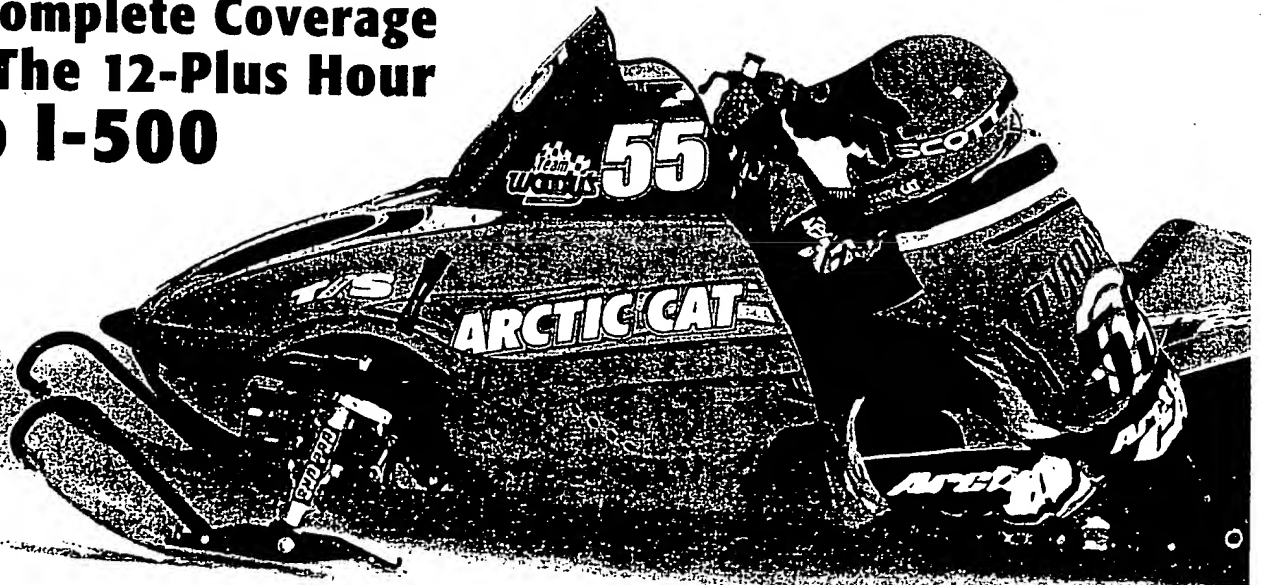
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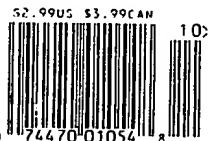
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< 2003 Ski-Doo MX Z REV >

MX Z REV REDEFINES THE SPORT



With inspiration from snocross racing, the REV flies and soaks up bumps better than its predecessors.

A new look, riding style and an A-arm front suspension are a few of the many new things on the MX Z REV.

Ski-Doo's newest creation in snowmobiles throws conventionalism to the wind.

For the 2003 model year, Ski-Doo offers a unique way of riding a snowmobile with its new MX Z REV platform.

The REV (short for Revolution) takes everything conventional about snowmobile ergonomics and takes it one step further. The new design moves riders 12 inches

farther forward than traditional snowmobile configurations. Instead of having their legs stretched in front, the driver's knees bend at a 90-degree angle. The design allows a driver to stand easier when encountering nasty bumps on the trail.

The new design moves most of the weight toward the machine's center of gravity, which offers better handling characteristics. The shift in driver position was a part of a whole chassis redesign.

Two engine options are available for the REV — the existing 800 twin and a new 600 twin. The 600 twin — dubbed the 600

H.O. — has the bottom end of Ski-Doo's 700 and 800 twins, with a new top end that includes eight-petal reeds and revised exhaust porting.

Both engines are equipped with Rotax Adjustable Variable Exhaust (RAVE) and a new TRA III drive clutch.

The idea of the REV began about five years ago when some Ski-Doo engineers started discussing how differently they sat on a snowmobile compared to a motorcycle. The end result is the new MX Z REV, which is available in the spring-only X package and full-build Sport package.

For those of you in tune with snocross racing, the REV looks familiar. A handful of Ski-Doo snocrossers such as Blair Morgan, Carl Kuster, Justin Tate, D.J. Eckstrom, Todd Wolff, Tomi Ahmasalo, Curt Peterson and Brad Pittlik have been using the REV platform in the Pro Open class all year. In fact, Ahmasalo and European champion Janne Tapio tested the REV prototypes while Ski-Doo developed the sled. Wolff and Eckstrom also tested the new machine before it hit the snocross tracks earlier this season.

Ski-Doo officials have been tight-lipped about the sled...until recently.

Ergos Redefined

The whole REV package is compact, with the weight centered on the sled. Roughly 80 percent of the sled's weight is within 1 foot of the drive shaft.

It begins with a "pyramidal" chassis, with frame members that resemble a pyramid. The design is stronger and lighter than the ZX chassis. Ski-Doo claims the MX Z REV with an 800cc twin engine weighs 454 pounds. The 2002 MX Z 800 in the X package weighs a claimed 474 pounds.

The new chassis design allowed engineers to move the engine back 2.6 inches and down 1.25 inches compared to the ZX chassis.

The REV also incorporates a new A-arm front suspension design. The suspension is called the Response Angle Suspension (RAS). The HPG racing-type shocks are tilted back 10 degrees, which absorbs energy more efficiently and also transfers it to the frame. The front shock towers are bolted to the frame, which allows the shocks to communicate with the chassis. When the front absorbs a bump, the energy transfers through the suspension and into the chassis. Front suspension travel measures 9.4 inches.

The SC-10 III rear skid soaks up the bumps in back with 14.5 inches of travel. Introduced in the 2002 model year, the geometry is roughly the same. With the driver 12 inches farther forward, the front arm of the suspension works more. Engineers lightened the rear

STAFF REPORT

arm spring rates. HPG racing shocks soak up the bumps. Also, the tunnel ends short of the more traditional position, and a pivoting close-off panel connects to the rear idler wheels. As the suspension drops out, the area pivots down.

The new REV can also convert for a passenger. In the "1 + 1" configuration, an optional clip-on passenger seat attaches to the back of the standard seat, which covers an oversized trunk.

The hand and thumb warmer controls are now located on the left handlebar control block. A quick flick of the left thumb is all it takes to switch the controls. New gauges include an electronic hour meter and odometer.

Also, the unique design includes two large side panels that offer access to the engine compartment. They can also be removed for better access to the clutches, chaincase and other mechanical parts. The air intake also incorporates into the left side panel.

The "hood" is a small panel that allows access to the single pipe. The two side panels and hood are sculpted around the engine and mechanical parts, which makes the sled look sleeker and reduces weight.

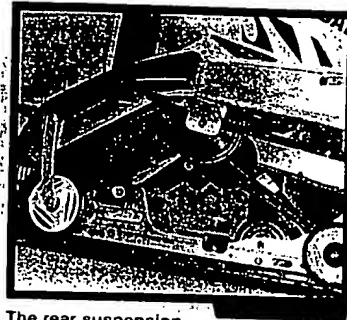
The 11.4-gallon fuel tank is unique as well. The filler hole is in front of the driver, but the tank drops down and runs partially beneath the seat. The handlebars are height adjustable. The windshield incorporates hand guards that keep the digits out of the cold wind.

Overall, the MX Z REV offers something

completely different. While it takes a few miles to adjust to the new riding position, once accustomed to it, the ride is more comfortable and feels natural. The REV feels more stable barreling around sweepers and standing when encountering craters on the trail is simple.



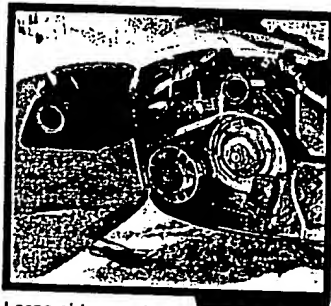
New gauges, hand and thumb warmer controls, windshield and adjustable-height handlebars add to the new ergonomics.



The rear suspension on the REV is tied to a hinged close-off panel.



Opening the hood allows access to the single pipe.



Large side panels swing out for access to the engine compartment. The panels can also be removed.

Snowmobile News.com

Info

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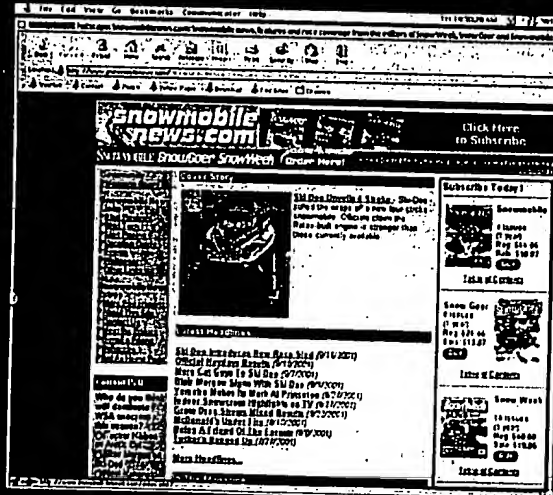
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